

For Thin, Poor Blood

You can trust a medicine tested 60 years! Sixty years of experience, think of that! Experience with Ayer's Sarsaparilla; the original Sarsaparilla; the Sarsaparilla the doctors endorse for this blood, weak nerves, general debility.

Not even this grand old medicine cannot do the best work if the liver is inactive and the bowels constipated. For the best possible results, you should take laxative doses of Ayer's Pills while taking the Sarsaparilla.

Made by J. C. Ayer & Co., Lowell, Mass.
Sole Manufacturers for
HARVARD, AUGIE CURE, CHERRY PECTORAL.

The Imprecator.

TAYLOR & TAYLOR,
Editors and Proprietors.

Friday, April 19, 1907.

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CYPRESS RIVER.

Special attention is called to the letter of Congressman Sheppard, taken from the Shreveport Times, also the editorial from the Times, on the proposition submitted to the business men of Shreveport, through the Mayor by Congressman Sheppard. It is gratifying, and encouraging to those friends who have kept up the fight for the restoration of navigation. It is apparent that a very important fact was overlooked by both the Times and Sheppard, and that was the very great importance to Shreveport from a commercial standpoint restoring navigation in Cypress river would be. Only a very short while ago the merchants of Shreveport did a very large business throughout this section, it is not so now. Why? The rates are against them. This question of navigation permits the merchants of Shreveport, by using their own boats to again enter Texas territory, and to better advantage, than ever before. From this view point alone, Shreveport should take hold of the proposition submitted by Congressman Sheppard. But when is added to the commercial interest that of health—for pure water is essential to health, and that of power the dam would give, and the cheapest of power, electrical power, then why can Shreveport hesitate for a moment in accepting the proposition so clearly presented. Any one of the propositions are sufficient to apply to justify the investment required, but when all are combined, then the investment becomes the best of business forethought for those seeking a dividend payee? The JEFFERSON cure does not believe the Times will permit the commercial interest of Shreveport to rest until the scheme is carried through to completion. It is too important, too pressing, too serious, and too urgent to be permitted to lag, or go by default. The JEFFERSON cure is delighted to know that the material interest of Shreveport and Jefferson are so identical, that they must work in harmony knowing each can benefit the other. This is not to be questioned by the most skeptical.

THE RAILROAD PLANS FOR THE SOUTHWEST.

It is announced that the railroads will begin within a year, extensions and improvements in the Southwest that will cost from \$500,000,000 to \$1,000,000,000.

"Though Texas has more miles of railroad than any other State, and all parts of the Southwest are well supplied with track, the existing means of transportation in that great field are so inadequate that the lack of them is cited in a recent Washington report as a disturbing factor in the general business condition of the country," says the St. Louis Republic in its comment upon great work that is to be done in Texas. The Republic adds:

"Population and productive industry are increasing so fast all through the Southwest that the roads will have to increase facilities to the full extent of their power to keep the embargo from becoming more than it has been ever since early autumn. Texas last year made a cotton crop of some 4,000,000, which is nearly a third larger than any previous crop in that State. In a few years the Texas crop is likely to run up to 5,000,000 or 6,000,000 bales and within twenty years to 10,000,000 bales or more. In the coming State of Oklahoma the cotton crop will in a very short time exceed that of Georgia, which is now next to that of Texas. The wheat, corn and cattle of Oklahoma and Texas are yearly making increased demands for transportation. The products of Southwestern manufacturers grow steadily in volume, and the merchandise sent out from St. Louis to all parts of the Southwest gives the roads more to do from season to season. The railroads have worked wonders in opening and building up the Southwest, but a greater task remains to be accomplished. The cutting out of curves and reductions of grades will help the roads mightily in moving the freight, but double-tracking of all the roads between St. Louis and Kansas City as well as

for 1000 or 200 miles out from all important centers of traffic will add most to the hauling capacity of existing roads. The double tracks will reduce the car shortage by enabling freight cars to make double or treble the twenty-five miles which James J. Hill says is now the average of their daily movement. The waiting on sidings of single-track roads for faster trains to pass being a factor in their tardiness only less important than detention at terminals. It is truly a work of Hercules that the roads have to perform in order to keep anywhere near abreast of the development in the Southwest. But the task will not prove a thankless one. Every dollar the roads spend in betterments will be well invested."

This promise of further development should be carefully considered by the citizens now creating so much excitement down at Austin. The railroads have led to the development of the State, and the great work is not more than half completed yet. The policy of a wise Texas statesman should be to encourage and require necessary improvements of the roads and additions to their equipment, instead of attempting to fasten upon them unjust tax burdens or unfairly cutting down their revenue. The policy of the public men of Texas should be to treat railroad corporations with absolute fairness and justice and to encourage further improvement along this line in every reasonable manner. Where the company or management is derelict it should be duly called to account, just as the News has always said; but there could not be adopted a more vicious or untimely policy for public men of Texas to stand out for than what may be called the "anti-railroad policy." The public opinion of the State will justify a policy under which the roads are to be held to strict account; but the people of Texas are in favor of fair treatment of the companies and of reasonable encouragement to those building new lines or improving old ones.—Dallas News.

By reading the foregoing very carefully one will at once see the great necessity of improving every navigable stream in the Southwest. To realize the trouble freight-handlers have, even this late in the spring, one has to call for a few cars. It requires begging and pleading to get cars at all. This state of affairs is remarkable at this late in the season. When Texas cotton crop reaches the four million mark, Oklahoma and Indian Territory cotton crop increases proportionately, it is a very plain proposition that to handle the cotton crop alone will require more railroads and better equipment. Instead of the long haul being the interesting proposition to railroads, they will seek the nearest point they can find to turn their surplus over to boats. It would not be surprising if the railroads themselves don't turn to water courses for relief, for they can carry wheat and cotton intended for export by boats, using the rail to handle merchandise and other freight which require rapid transit. It would appear to be an impossibility for the roads to float enough securities to construct sufficient railway facilities to handle the commerce of the country without congestion. It is very evident that the commerce of the country has already passed the estimate placed by the railway magnates, if it had not, why this scarcity of cars? Why this congestion? By using boats on navigable streams the railway can share in the profits to the seaboard of all the freight originating in the territory through which the road passes. Suppose the Katy and T. & P. should wish to use the river to New Orleans, it would be easy. The Katy and T. & P. could use from Jefferson or Shreveport or both. Whichever place would furnish the best loading facilities. All railways having connection with navigable streams will have in course of a few years use the waterway to prevent the congestion of freight and to save the building of more railroads, as the country is developed, the right of way cost more, the construction more, therefore they will be forced to turn to the waterway as their only relief. When it is remembered that the average run of a freight car is only twenty-five miles per day, one will not be surprised should they find railways looking to the waterways for relief. The rapid increase in the commerce of the country will demand such relief as the waterways will give. The railways are learning the oftener a freight car is put into service, fewer cars required and the more freight can be handled. By utilizing the river for handling the slower freights, the roads will get greater and more permanent relief. It will have to come to this.

Some of the pretended followers of Jefferson fail to remember a resolution he faithfully kept, to wit: "Never to engage while in public office, in any kind of enterprise for the improvement of any fortune, nor to wear any other character than that of a farmer." Mr. Jefferson did not believe in working half the time for the people, the other half for himself.

The Grand Saline Sun issued a most creditable edition in their write-up of that place, which gave many illustrations of all the leading points in the Salt City. The Sun editor deserves much credit.

The effect of Scott's Emulsion on thin, pale children is magical.
It makes them plump, rosy, active, happy.
It contains Cod Liver Oil, Hypophosphites and Glycerine, to make fat, blood and bone, and so put together that it is easily digested by little folk.
ALL DRUGGISTS; 50c. AND \$1.00.

A Correction.

The notice of Miss Lizzie Files' Easter exercises, which appeared in the JEFFERSON two weeks ago, was rendered somewhat one-sided and incomplete by failing to refer to Chickie Files as one of the participants whose success was also much commented on. Miss Chickie is too popular and contributed too much to the occasion to be ignored, and her friends would not tolerate the injustice of not giving her prominent mention with Miss Durrum. Though while too much cannot be said in favor of Miss Durrum and Miss Files, the implied compliment should belong to the teacher, Miss Files.

It was her organizing capacity and good judgment, so characteristic of her, that made this a success as well as her other work. But she did not do this without the aid and sacrifice incident to an undertaking of this kind at which any degree of success is aimed. It might further be added that if these entertainments had any educational value, and they certainly have, this community is just that much ahead, inasmuch as the rehearsing was done at odd hours and on Saturdays. Ordinarily when making preparations for school entertainments the regular work is practically suspended and a month or so consumed in this.

For Sale.

Two tracts of timber land: One in Marion county, abstract No. 451, original grantee, Wm. Murray, 50 acres grant, more or less, situated on Big Cypress bayou, about 20 miles west of Jefferson; the other in Cass county, abstract No. 1077, original grantee, E. Watson, 177 acres grant, near Linden, Tex. Apply to Dr. Hirschfeld, Berlin W. Germany, Nachodstr. 34.

GLEN DOTS.

As these will be my last items I take this means of bidding the editors and readers of the JEFFERSON good bye, and in the language of Rip Van Winkle, "I hope you may all live long and prosper," and if the writer has ever written anything that has offended anybody it is not intentionally, and now beg their pardon. Having left Glen we have no news for this week. Hoping you may all remember You Know Who.

We Have

An immense stock of all the latest styles in the best makes of shoes, in high and low cuts, in high and low prices, from 10c to \$5.00. We have shoes for the old, and shoes for the young. We have shoes for the little folks and every one.

Wm. Clark.

J. A. Simmons, one of our leading county men, was in from his home about 8 miles northwest of the city Thursday and gave the JIMP office a pleasant call. Mr. Simmons reports all his corn planted and plowed out, but cotton not doing well on account of the cool weather. But says people are well up in their work and things doing well, considering the weather, out his way.

The Price of Health.

"The price of health in a malarious district is just 25 cents; the cost of a box of Dr. King's New Life Pills," writes Ella Clayton, of Noland, Ark., "New Life Pills cleanse gently and impart new life and vigor to the system. 25c. Satisfaction guaranteed at W. J. Sedberry's."

We learn that the peach crop is reported short in many parts of the county, as the young fruit is falling from the trees.

Constipation causes headache, nausea, dizziness, languor, heart palpitation, drastic physics gripe, sickness, weakness of the bowels and in the end, Dr. King's New Life Pills act gently and cure constipation. 25c. Ask your druggist. For sale by the J. F. Crow Drug Co.

The Optic-Herald of Mt. Vernon came to us this week with a fine illustrated write-up of their city and county.

Protective Paint

Pure White Lead Paint protects property against repairs, replacement and deterioration. It makes buildings look better, wear better—and self-protect. Use only Pure Linseed Oil and

Collier Pure White Lead

made by the Old Dutch Process, which is sold in kegs with this Dutch Boy trade mark on the side.

This trade mark protects you against fraudulent White Lead adulterations and substitutes.

SEND FOR BOOK
"A Talk on Paint," giving valuable information on the paint subject. Sent free upon request.

NATIONAL LEAD COMPANY
Clark Ave. and 10th St., St. Louis, Mo.

For Sale by All Dealers

Never can tell when you'll mash a finger or suffer a cut, bruise, burn or scald. Be prepared. Dr. Thomas' Electric Oil instantly relieves the pain—quickly cures the wound. Sold by The J. F. Crow Drug Co.

A good rain fell Tuesday afternoon that helped gardens very much. It turned cooler and then moderated Thursday.

See Rosenfeld & Co.'s ad in this issue of the JIMP. It will pay you to see them before purchasing your spring goods.

"Had dyspepsia or indigestion for years. No appetite, and what I did eat distressed me terribly. Burdock Blood Bitters cured me." J. H. Walker, Sunbury, Ohio. For sale by the J. F. Crow Drug Co.

L. M. Hale and daughter, Miss Mary Hale, of Liberty, were shopping in the city Thursday.

The lawn festival has been postponed till after the meeting.

Preaching and singing at Liberty Sunday also singing in the evening and it was fine. The Class from White Oak was over with us. You must not be singing at Bore Cup Sunday. Every one is invited to attend.

R. M. Simmons attend the singing Convention at Sardis Sunday.

L. M. Beckman was down again Monday.

Mr. and Mrs. T. A. Sanders spent Sunday with his daughter, Mrs. Trudie Scott.

Miss Mary Hale and Lara Moss spent Sunday eve with Miss Carole Russell.

The Singing Convention will meet at Liberty Saturday before the fourth Sun in April. Everyone is invited to attend. We will treat you the best we can, and feel you will—that is something Liberty does do. We would be glad to see every Class represented.

Forget-Me-Not.

To the Tax Assessors of Texas:

You are directed to give notice to taxpayers in your respective counties to call and correct their assessments made before March 29th, and give in any money and notes or other property not heretofore given in, and place the full value on all property. Instruct them that if they do not do this, you will ask the Commissioners Court to place the proper valuation on same.

W. J. McDONALD, State Revenue Agent.

I will be in my office every Saturday until June 1st.

Davis Biggs, Assessor.

R. F. D. QUARTERLY REPORT.

The following is quarterly report of Rural Free Delivery Service out of Jefferson for months of Jan. Feb. and March, 1907. Mail delivered, collected, etc.

Route No. 2, Wm. J. Hill, total delivered, 15047; collected, 3596; reg. letters, 18; letter reg. 5; m. c. col. 123; val. stamps col. 270; val. stamps sold, \$85.24.

No. 1, H. W. Walker, total delivered, 6339; collected, 3219; reg. letters, 6; letter reg. 6; m. c. 448; val. stamps col. 332.29; val. stamps sold, \$38.44.

No. 3, J. W. Henderson, total delivered, 4870; collected, 1008; reg. letters, 3; letter reg. 1; m. c. 335; val. stamps col. 321.91; val. stamps sold, \$36.76.

No. 4, W. J. Gray, total delivered, 6485; collected, 1079; reg. letters, 4; letter reg. 6; m. c. 448; val. stamps col. 332.29; val. stamps sold, \$38.44.

No. 5, M. L. Brantly, total delivered, 3910; collected, 1077; reg. letters, 7; letter reg. 6; m. c. 448; val. stamps col. 332.29; val. stamps sold, \$38.44.

No. 6, W. M. McAdoo, total delivered, 3019; reg. letters, 3; m. c. 123; val. stamps col. 270; val. stamps sold, \$85.24.

No. 7, W. J. Gray, total delivered, 6485; collected, 1079; reg. letters, 4; letter reg. 6; m. c. 448; val. stamps col. 332.29; val. stamps sold, \$38.44.

No. 8, W. J. Gray, total delivered, 6485; collected, 1079; reg. letters, 4; letter reg. 6; m. c. 448; val. stamps col. 332.29; val. stamps sold, \$38.44.

No. 9, W. J. Gray, total delivered, 6485; collected, 1079; reg. letters, 4; letter reg. 6; m. c. 448; val. stamps col. 332.29; val. stamps sold, \$38.44.

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